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WHISKY.

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BEST BRAND in the FAR EAST.

Per Dozen \$15.00

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

[35]

DEATHS.

On the 2nd August, at Gaiting, near Munich, Germany, suddenly from an accident, HENRI HERR, 7th D., and Lieut. in the R.-Bavarian Reserve, the eldest son of Dr. F. HERR, formerly Commissioner of Customs in China, aged 27 years.

On the 21st September, at Tientsin, Reckenswald Dr. UDO EHRHARDT, aged 37 years.

On the 22nd September, at the General Hospital, Shanghai, Captain C. H. McCARLIN, Pilot, aged 46 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28th September, 1901.

THE speech of His Excellency the Governor when laying the Estimates before the Legislative Council on Thursday demonstrated at once the strength and the weakness of the position in which this Colony now is. On the one hand, at the end of last year there was a balance of assets over liabilities of more than a million dollars, beside the value of silver at the Mint. It is anticipated moreover that the surplus will be increased to nearly one and a half million dollars by the estimated balance of revenue over expenditure in the current year. The present financial position of the Colony therefore may be described, as Sir HENRY BLAKE said, as satisfactory. In five years the revenue has increased by no less than 61 per cent., and though the expenditure has risen by the large amount of 56 per cent., the balance is in our favour. Shipping figures reached their maximum on record in 1900. Hongkong, too, has escaped the ill effects of the convulsions which disturbed North China, and the relations between the Colony and Canton have never been more cordial. This is the bright side of the picture; there is unfortunately another side. A violent epidemic has again raged both on the Island and on the mainland, and the medical and sanitary officials were taxed beyond their strength. Sanitary matters have reached a climax, and the long delayed attempt to set our house in order has been absolutely forced upon us. As will have been seen, H.E. the Governor confirmed the report that Mr. OSBERT CHADWICK has been appointed as sanitary expert to enquire into the state of the Colony and that a medical man will also be sent out to consult with the local medical authorities. Malaria continues its ravages, and a heavy task has had to be undertaken to destroy the breeding-places of the malarial mosquito. The New Territory is proving to be a very unremunerative acquisition, for the expenses continue extremely heavy, whereas

the anticipated revenue is hardly in existence as yet. Sir HENRY BLAKE promises that when the country begins to develop the expenses will be amply repaid, but it may be asked whether this pleasing event is drawing close at hand and whether the Government might not easily have begun drawing revenue from the provisional occupiers of the ground long before it did. The Land Court, we are quite ready to believe, is doing excellent work; but was not the *modus operandi* adopted when the new land was taken over contrary to the true principles of economy? Every department of the Government service, we are told, shows an increase on its establishment, owing to increases of pay and additions to staff. The Public Works Department, the chief spending department of the Colony, which in 1896 took 835,694, in 1901 will take \$138,701. Yet the staff is admitted officially to be too weak to carry out its duties, and a large number of the works under its charge are, with little or no blame to those in charge of them, in a condition which would disgrace a far smaller and poorer Colony. At last some attention is to be paid to the staff and working of the Department, two engineers are to be added to it, and a Commission is to be appointed to enquire into its position. The Post Office, residents will be glad to hear, is to be made as far as possible worthy of the Colony. None too soon, will be the verdict. Complaints have been made constantly for years, but hitherto with little apparent effect.

Now that the local Government has become convinced of the uselessness of any further resistance to the public demand for reform, it is well to see what are the measures indicated in H.E. the Governor's speech as about to be taken. In the first place, two responsible experts are to come out to Hongkong at the end of this year to examine and report upon our sanitary condition. His Excellency says: "It is not improbable that very large sums will have to be expended in the near future in the sanitary improvement of the City—sums that will absorb our balance and probably involve increased taxation. Happily the taxation of the Colony is comparatively light, and in a matter of such moment I feel that I can depend upon you to supply the necessary funds." The matter of increased taxation was not, of course, forgotten either by those who drew up the recent Petition to the Secretary of State for the Colonies or by those who signed it. All residents who have the welfare of Hongkong at heart will cheerfully consent to the expenditure of public money, to which they contribute their quota, on public ends of the highest importance. Only the merest self-interest would shrink from this. In this connection we wish just to allude to one point of some delicacy. It seems an ungracious task to speak a word against contributing handsomely to so praiseworthy a scheme as the commemoration of the late Queen VICTORIA by the erection of a memorial in London. Nevertheless, the opinion has already been freely expressed, and it is held by a very large number, that this is a matter more for private subscription—Hong-

kong has already raised nearly \$78,000—than for a public vote from the Colony's revenues, and that a fitter object for our public money would be to make a great and healthy city of this place which bear VICTORIA's name. The Hongkong Government has for long been remarkable for its penurious economy with respect to some of the most fitting mark of appreciation of our late Queen would be to mark the change from this short-sighted and ultimately extravagant policy by coupling with the commemoration of the deceased Sovereign some great local public work.

To resume, beside the appointment from home of a special sanitary commission, it is trusted that another step will be possible next year which will tend to an amelioration of local conditions in time of epidemic. This is the permission for the transfer, under proper precautions, of Chinese suffering from plague who may desire to proceed to Canton for treatment and the consequent relief from the anxiety which has in the past caused so many natives to fly from the Colony during the plague season. H.E. the Governor and the bulk of the Colony are at one on this point and have striven together to attain their object, but the Home Government has so far been obdurate. We are glad to learn from Sir HENRY BLAKE that there are hopes of an arrangement being come to. Beside plague, malaria is to be fought vigorously, and, as we have seen, expense is not to be spared. Another urgent point is the strengthening of the Public Works Department, and it is sincerely to be hoped that something will come of the special commission of enquiry which H.E. the Governor announces his intention of appointing. The increase of the Medical Department is also welcome news. The addition of a second Officer of Health for the port is a much needed step. Such measures as these involve no small extra cost, but it will certainly not be grudged by any public-spirited colonists,

provided that the appointed persons set about their enquiries in a thoroughly conscientious way. The best use of public money is to devote it to the welfare of the public, not merely to board up from it a balance of imposing proportions, which has far too much been the course pursued here in the past.

The case of Albert Himl, who gave himself up as a deserter from the West Riding Regiment to the Peak police, was remanded for further enquiry yesterday.

The Hongkong Rifle Association hold a Spoon Competition this afternoon at 3 o'clock.

A smoking concert will be held this evening in the rooms of the Institution of Engineers and Shipbuilders, Des Vaux Road.

During the 24 hours ending at noon yesterday there were reported one fresh case of plague (Chinese) and one death (Chinese).

H.M.S. Ocean arrived yesterday from Weihaiwei, which she left on the 22nd inst. Rear-Admiral the Hon. A. G. Curzon Hove, C.B., C.M.G., relinquishes his command and leaves for England by the P. & O. s.s. Chusan to-day.

By kind permission of Lt.-Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock.

PROGRAMME.
The Rustic Bridge..... Roger
Selection "Falks"..... Geoffrey
Barr-Dance..... "Popcorn"..... Geoffrey
Polka..... "The P. & O."..... Winn
Polka..... "Les Cloches de Corneville"..... Planquette
Extra.
Quadrille..... "Lights of London"..... Corto
"God Save the King."

L'Echo de Chine reports that among the latest nominations in the Legion of Honour are M. Palfogues, Secretary of Embassy of the first class, to the grade of officer, and M. H. Cordier (formerly of Shanghai), editor in the Archive department, M. Le Roux, Consul of the first class at Hongkong, and Dr. Laville, now in China, to the grade of Chevalier.—M. Liebert, who has been appointed French Consul at Hongkong, is shortly expected at Shanghai.

To-day is the anniversary of the birthday of Their Most Faithful Majesties the King and Queen of Portugal. The Consul-General, Senhor Conselheiro Romano, will hold an "At Home" at his residence, "Daart," Arbuthnot Road, from noon to 1 o'clock. The members of the Club Lusitano will celebrate the occasion by a banquet. Through the kindness of Commodore Powell, Captain Cherry and the Officers of H.M.S. Argonaut, their band will play during dinner. The Club-house will be illuminated. At the Club Vasco da Gama there will be a musical soiree and illuminations.

Mr. Pichon, in an interview with a representative of the *Vie Illustrée*, says:—"The chief opponents of British commerce in China are the Germans, whose progress in trade is stupifying. In their own sphere of influence, in their concession of Kiaochow, the Germans have displayed an extraordinary activity, and what is more, at Hongkong, the second port in the world, the seat of British government in China, the Germans are the victorious rivals of the British. In China, too, the British are also making great efforts to establish themselves commercially, and are succeeding very rapidly."

Philatelists will be interested to learn that the Japanese authorities have under consideration a proposal to issue a new three sen postal stamp in memory of the late Prince Kitashirakawa. The design recommended for the new stamp has in the centre a picture of the Emperor Meiji, which is dedicated to the "Prinze" with the Imperial crest beside it surrounded by the letters "Imperial Japanese Post." According to present arrangements the new stamps will be issued about the 20th of next month, a week or so before the inauguration festival of the shrine mentioned, which takes place on October 27th.

The Peninsular and Oriental Steam Navigation Company are advertising their passenger programme for the next season in another column. It will be seen that the s.s. *Oriental*, leaving on 29th March, 1902, and the *Malta* leaving on 12th April, will proceed through to London direct via Colombo, without transshipment. The *Oriental*, is a sister ship to the *Peninsular*, and is a great favourite with the Indian passengers, having been specially designed for tropical waters; while the *Malta* is a vessel of over 6,000 tons, built five years ago, and has very comfortable accommodation. The steamers will no doubt be well patronised.

The *Singapore Free Press* writes as follows on the Coolah Street collapse:—"The Hongkong Government by its toleration of jerry-building and its laxity in supervision of construction has unfortunately succeeded in making the biggest bag on record as a result of the collapse of a couple of its architectural failures. The bag in question some thirty killed, is equal to the results of a round dozen of the average South African skinishes. Now, just imagine anything like that happening under a Municipal Department. What a howl the Hongkong Government would have raised for somebody's head on a charger! But circumstances alter cases, and as long as the Hongkong Government is its own Municipality no long must supervision be far too weak to exercise the needful rigorous control over the Chinese property owner and the Chinese building contractor. Thirty lives sacrificed is a sufficient condemnation of the present maladministration."

The British Consulate at Shimonoeki was opened on the 18th.

The third gymnastic meeting of the season will take place this afternoon at the Race-course at 4 o'clock.

On the 20th inst. the Sportsman's Gun Club, Shanghai, shot off a match with Fochow, winning by 85 birds to 69.

According to the latest investigations made by the authorities, the population of Formosa is estimated at 2,758,151, including 33,129 who have settled there from Japan proper.

The *Japan Times* says:—"The Chinese mission of reparation for the murder of Mr. Sugiyama has accomplished its delicate task in a manner satisfactory to all parties concerned."

Mr. P. F. Warner, the well-known Middlesex cricketer, has passed into the new Egyptian Civil Service organised by Lord Cromer. He goes out to Egypt early in the winter to take up his appointment.

The planters of Negros have petitioned the officials to import cattle from Borneo, Java, Cochinchina, or China to help to harvest the magnificent crops, which, without help, will be lost owing to the destruction of the local camboas by rinderpest.

General Fukushima's "cool retreat," as he himself called his visit to the Yangtze region, says the *Japan Mail*, has had for incident an interview with Viceroy Chang Chi-tung and also with Viceroy Liu Kun-yi. The general was expected to return to Kobe on the 18th instant.

It is reported that the German authorities are making preparations for the appointment of a consul or commercial agent at Moji or Shimonoeki in the near future. In consequence of this, the people of Moji and Shimonoeki are seeking to obtain the establishment of the Consulate at their respective port.

A defect has lately been discovered in the bed of the Russian naval dock at Vladivostok, and the dock is now being reconstructed with stone procured from the quarries at Tokuyama. The work is being carried on under the superintendence of Russian experts, but it is reported that owing to the large number of Japanese labourers employed in the work it looks more like a Japanese undertaking.

A Seoul telegram, dated the 15th September, says: "The negotiations to cancel the embargo on cereals at the end of the next crop were resumed between the Korean Government and the Japanese Minister to Seoul the day before yesterday. Mr. Hagiwara, Secretary of the Legation, called at the Korean Foreign Department, representing Mr. Hayashi, on that day, and remained there for several hours. An official note will shortly be addressed to the Korean Government by the Japanese Minister and press as soon as a definite course of action is decided on."

The experiments made at Havana in connection with the transmission of yellow fever by mosquitoes have led to a tragic result. A Spaniard, anxious to become immune from yellow fever, voluntarily submitted to being bitten by a mosquito that had bitten a man who had a bad case of fever. The disease developed, and the United States Army surgeons at Havana are now convinced that their theory that the disease is transmitted by mosquitoes has been demonstrated, and have abandoned further experiments. Dr. Caldas, the Brazilian expert, is about to begin experiments in inoculating patients with his serum as a preventive, and then having the patients bitten by mosquito who have fed on those known to have yellow fever.

Germany's resolve to post troops in Shanghai seems to have prompted Japan to adopt a similar course. Tokyo journals announce that a battalion—with some slight reductions—of Japanese infantry will be stationed there under the command of Major Imai. Shanghai's position will then be greatly changed. The place used to rely entirely upon a somewhat feeble force of volunteers, for it would be protected by quite a strong body of soldiers supplied by various Powers. Doubtless (says the *Mercury*) the idea is to make Shanghai a kind of depot from which troops can be quickly drawn in time of need. It is to be hoped that the presence of these regulars will not damp the ardour of the local volunteers, for if trouble arose in the north—where it is most likely to arise—the forces of the various Powers would be carried at once from Shanghai to the scene of disturbance, and if the model settlement were then without its volunteers its state might be perilous.

The following items are from the *Peking and Tientsin Times* of the 14th inst.—It records with much regret the death on the 13th, after a short illness, of Major Little of the Hongkong Regiment.—The Provisional Government of Tientsin was inviting tenders for the demolition of the forts and camps round the city.—Fifty officials from Manchuria, Chikiang (?), etc., who were denounced by Prince Ching, have been sentenced to banishment, for being concerned in anti-Christian trouble.—Arrangements have already been made for the sale of the new State Lottery tickets at Tientsin. We are glad to see it denied the Sir Robert Hart has had anything to do with this very questionable enterprise.—Mr. Lessar, the new Russian Minister, made the run from St. Petersburg to Newchwang by rail in 15 days.—The officials concerned in the repairs at Peking are growing richer daily.—The Chinese are disinterring coffins at Peking to bury them again properly. One of these the other day was found to be full of arms.—Brigands have entirely cleared out the family nest of the famous cannibal Li Lian-ying, some 40 miles from Tientsin.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 27th September, 6.40 p.m.

THE COURTS' MOVEMENTS.

A Hsinanfu despatch reports that the arrival of the Court at Kainanfu is to take place in November.

THE HEIR APPARENT.

The Empress Dowager, according to the despatch, will disinherit the heir apparent Pu Chun on account of his dissipated life.

THE CHINESE FLEET.

Russia has offered 5,000,000 roubles for three Chinese cruisers and four torpedo-boat destroyers. China will probably accept.

LONDON, 26th September, 8.35 p.m.

PRINCE CHUN'S RETURN.

It is reported that Prince Chun has been instructed from Peking to return, and that he sails from Genoa on the 1st October.

GENERAL NEWS.

LONDON, 26th September, 10.25 p.m.

THE AMERICA CUP—INDECISIVE RACE.

The first yacht race for the America Cup was declared off, the time limit having been exceeded. There was a fluky wind. The *Columbia* was generally leading. The race was a grand sight, and the result was disappointing.

REUTERS' SERVICE.

LONDON, 25th September.

SOUTH AFRICA.

The Boer under Commandant Botha have been inactive since the reverse of Major Goudt near Utrecht.

The Buffalo and Tagala Rivers are now flooded, thereby preventing any serious invasion of Natal.

THE AMERICA CUP.

Shamrock II allows *Columbia* 43 seconds

LONDON, 25th September.

SOUTH AFRICA.

The sentences of permanent banishment from South Africa in accordance with Lord Kitchener's proclamation has been promulgated at Pretoria.

Ten Boer leaders have been captured by the British since the 15th instant.

The Town Guard at Capetown has gone into active service.

PRINCE CHUN'S RETURN TO CHINA.

Prince Chun and suite will embark at Genoa for China on the 1st October.

SANDAKAN NOTES.

[FROM OUR CORRESPONDENT.]

Sandakan, 19th September.

A NEW LOCAL STEAMER.

On Saturday the 14th inst., the China-Borneo Co. launched from their yard here a new steamer for the local shipping Company, the *Sabah S.S. Co. Ltd.* The craft is of about a little over 100 tons register, and is constructed throughout of seasoned Borneo timber. The hull has every appearance of being an exceedingly strong job, and certainly reflects great credit on her builders. The engines are Clyde-built 14in. and 28in., with 20ft. stroke, and the boiler is being built by Messrs. W. S. Bailey & Co. of Hongkong. Years ago the Chinese built some coasting steamers at Sandakan, but it is fairly certain that the steamer launched on Saturday is the largest yet built in British North Borneo, and that she will prove in every way very creditable to her builders is practically certain. As the vessel started to move down the ways she was graciously christened the *Borneo* by Mrs. Darby, the wife of the Managing Director of the *Sabah Co.* It is expected that some ten weeks more will see this craft ready for sea, and we then hope to be able to give some further particulars regarding her arrangements and trial trip.

THE CHINA-BORNEO CO.

The annual meeting of the Steamship Co. referred to in the foregoing has just been held here, when a dividend of 12 per cent. for the year ended 30th June was declared. The Chairman, in moving the adoption of the report, did not, however, hold out any brilliant prospects for the present year; quite the contrary. He said that the coasting trade had fallen off considerably of late, and that shareholders must be prepared for a lean year's working.

DEPRESSION IN SANDAKAN.

Certainly things are not looking particularly rosy just now. To take the immediate vicinity of Sandakan: the *Byre Coffee Estate* no longer has a European Manager, the *Suan-Lambou Rubber Estate* is to be closed, and the *Bongaya Rubber Estate* is in the market for sale. These things may not be very large in themselves, but the combination of the three at one time is not encouraging for those interested in the country, for those who have money invested in the concerns in question. If only other ventures and industries were opening up it would not be so bad, but one looks in vain for any real sign of fresh enterprise hereabouts. Of course if the *Coal Company of Taro* turns up, it might be a good deal in itself.

KUDAT REMARKED.

Telegraphic information having been received that natives from the interior were again

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"CALCHAS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 30th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 1st October.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 23rd September, 1901. [15]

STEAMSHIP "LAOS"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. *Orlegat*, and from Bordeaux, ex s.s. *Ville d'Arles*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon, TO-DAY, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TUESDAY, the 1st October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st October, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 1st October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,

Acting Agent.

Hongkong, 24th September, 1901. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, & SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 25th September, 1901. [11]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLERBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamer

"INABA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY, the 24th inst. Goods not cleared by the 1st October will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 4th October, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 24th September, 1901. [2440]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI

THE Company's Steamer

"CARINTHIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 1st October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st October will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIEKER & CO.,

Agents.

Hongkong, 25th September, 1901. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex s.s. *Arcturion*; From Persian Gulf, ex s.s. *B. I. S. N.* and *B. F. S. N.* Co's Steamers.

Optional Goods will be forwarded on unless instructions are given to the contrary before 4 P.M. TO-DAY, 24th inst. Goods not cleared by the 3rd prox. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 25th September, 1901. [1]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by "DODWELL & CO., LIMITED," Agents.

Hongkong, 24th September, 1901. [2434]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamer

"TEENKAI"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon, TO-DAY, the 24th inst., requesting it to be landed here.

No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY, the 24th inst.

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 26th September, 1901. [2452]

HONGKONG BUSINESS DIRECTORY.

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A.A.D. NICK.

BY "ALGERNON GISSING"

(Author of "The Scholar of Bygate," &c.).

(Continued.)

Only the calm stars witnessed that grim troubling of the waters. It did not last long, for Gem was strong and a part of the bank up which she could clamber was not far off. The pool soon recovered its placid surface, and the ordinary current sang on its way as before.

The girl stood upright panting, but the other figure lay prostrate where she had dragged it. She spoke, but got no reply. Then she leaned down and could hear breathing, so she left the object lying there, and walked dripping to the house. As soon as she had changed all her clothes Gem returned to where she had left the old man. She could discern that his position was altered, and that now he was sitting up with his chin planted on his two knees.

"Y'd better get in and get off your clothing," said she in a matter-of-fact tone, as if nothing extraordinary had happened. He muttered some response scarcely audibly, then got up and moved away. In the dusky surroundings Gem disappeared.

Her involuntary plunge removed all doubts that she might previously have entertained, and the girl set off up the water. The path was a dark and rugged one, but from girlhood Gem had been familiar with it, so she advanced rapidly. When she had mounted the bank of about thirty feet she reached the bend of the bank above the linn, for some distance she traversed the open uplands, the wide expanse of moor stretching vaguely before her. All the country was silent around her, save for that ceaseless tumble of the burn, and for a restless poise which she disturbed in passing a deserted house. For more than a mile the girl kept to this ridge. Then she left the water and bore round the heady slope of the mountains on her right, which was the Black Fell, and which in this state of obscurity well merited its name. In less than an hour she stood at the door of Southknope.

There was a light in the window, but she hesitated again. She had carried the paper in her hand for safety, but it was still limp from the wetting it had received with her. She turned it over and over in her fingers in indecision; looked up to the stars, noted a weird light behind the eastern hills where the moon was going to rise, then impulsively strode to the threshold.

She had to knock a second time, for although a dog barked at the first sound, nobody else paid attention to it.

"Lie down, man!" said a voice inside, and footsteps sounded on the stone floor. "Get in w' ye!" added the man, pushing the suspicious dog back with foot as he opened the door.

"What is it at this time o' night?" "I ha' brought you the paper I promised."

"What paper, then, is that?" "The one I promised you, the one I promised."

"Then bid her come here, man," returned the old woman. "Come away, henny. God bless you, you're a good yon whatever your kin."

What with the bath and the walk in the night air Gem looked a striking object as she came blinking into the lamplight. Stephen stared at her shamelessly.

"Just look at her, mother! Did you ever see such a lass?" he exclaimed excitedly. "Ha! you're none, man. She's bonnie enough for a lass, and 'all no see a body rabbit'."

Gem had never indulged in ordinary familiarity with her neighbours, for the atmosphere of the mill had always invested her with a certain amount of mystery which her own marked individuality of character had not lessened. Still, as has been already remarked, she was getting better known, and it was being gradually recognized that whatever might be her manner there was something beneath which even ordinary inside might admire. Mrs. Pringle watched the girl enter, then t'rowing down her knitting, leapt up and folded the visitor in her arms, and repeatedly kissed her.

"A right, mother," said Stephen impatiently, perhaps because the same privilege was denied him. "You talk about me. Sit ye down." But as she spoke he was examining the paper.

"Ay, it's wet, but it's none the worse," said Gem as she released herself. "It fell in the burn down by."

But having fulfilled her mission the girl declined to stay. She did not even take the proffered chair, saying it was late, and she must away. The man frowned with disappointment, but then suddenly smoothed his brow, and threw a significant wink across to his mother.

"Well, if ye mean, but I'll just put ye round the brae. It's a—"

Gem abruptly interposed, and in quite an altered tone said she should return alone. The man looked at her, but said no more. With a brief leave-taking the girl went her way, and with a nod to his mother the young man followed.

It was still dark but the rim of the moon was already above the hills. Hearing footsteps behind her, Gem stopped. Stephen stood also. "If ye're wifful see an I," said he, although they were some yards apart. "If I'm no fit to walk beside you, I'll walk shunt like a dog, but I'll see you over the moor, my lass."

There was a note of determination in his voice which Gem did not mistake, and she turned again and walked silently forwards. For a mile they went so without exchanging a word, a distance of about ten yards between them. Then Gem stopped again. This time the man went up to her, but she didn't speak.

"Just let me see you, Gem. I want no more." She said neither yes nor no, but going onwards he kept pace at her side. He tried to talk but had to give it up, so they proceeded silently. It was Gem herself that ultimately broke the silence just as they neared the ruined house where the girl had started a few weeks before.

"I want you to see back," she said, but in a voice which Stephen could not associate with this present companion. It was entirely free from the cold proud note she usually adopted. There was even a strain of tenderness in it, or so at least the young shepherd felt, and it thrilled him. He extended a hand to touch her, but Gem drew back.

"Ay, I'll see you if you wish it, Gem. Good-night."

To the girl's astonishment he had left her. She stood some seconds listening to his footsteps, then ran two or three paces after him, but stopped again. The night seemed unusually quiet and lonely about her. Never before had she heeded such things. She looked at the moon and shuddered. But by an effort she threw the novel sensation from her and hurried on her way to the mill.

As she descended the bank of sleep with the familiar plunge of the linn in her ears, that strange feeling of uneasiness again attacked her. She—why, she had never felt lonely. And this mill which now rode so gloomy and even horrible before her had always been taken as a matter of course. She felt again that cold plunge in the water, but how much colder and more terrible than when she was actually immersed! Everything seemed changed. Then at the door she fancied the grim face of her grandfather, and turned hastily aside; she could not encounter it; no, that she could not endure. Noisily, Gem entered the shed where they kept the dried broken hay, and, colling herself in a corner amongst the fern she watched the moonlight through a rift in the doorway until she fell asleep.

When she awoke to the daylight all her old strength had returned, the whim of the darkness had left her, and she arose from her couch. The sun had just risen, and was throwing his first undimmed beams over the landscape when Gem issued from the shed. But her eyes had scarcely rested on the bright picture before it was eclipsed. Her grandfather stood before her, and stared, frightened and amazed. Then he turned and fled to the house as if he had seen a spectre.

Gem slowly followed, but found the door locked against her. She went to the window and looked in. There was that figure which seemed all at once to have assumed such diabolical distinctness in her eyes, and which throughout the years she had lived with it had never so impressed her before. Perhaps it was that she had never so consciously examined it. The man's malpractices she had for a long time been resisting and thwarting, but the man himself had been very much a matter of course. Perhaps Gem had arrived at a maturity of womanhood which by merely natural development had opened her eyes. But it was not only this.

The change was not in the girl only. The man himself was changed. Gradually and imperceptibly he had with diminishing vigour been sinking under the influence of Gem's strong character. Suddenly he had awakened to the fact, and all the power remaining in his warped and distorted nature was concentrated in the determination of the effort at least to throw it off. It was this which occasioned the change that Gem saw. The evil in human nature is not repressed but accentuated by age when there has been no habitual effort through life to repress it. Formerly by cunning and craft the miller had been able to disguise or gloss over his motives; now they asserted themselves.

The hideous skeleton was exhibited in all the horrors of nakedness. Dimly the old man himself felt it, but had no power of self-restraint. The one consuming object of attainment obliterated the means so that he had not even hesitated at murder since that suggested a method of escape.

But now he shrank from Gem's eyes. She put her face close to the glass, and could see him cowering timorously in the corner by the door. She also noticed that on the table were spread papers and several bags which she knew to contain money. This surprised her until it occurred to her that evidently from his manifestation of terror at her appearance he had fancied her gone for good. She called to him to open the door, but for two or three minutes he paid no heed to her. Then she saw him move stealthily away, and she went round to the door again. The key turned, and there the old man stood trembling to admit her.

Yes, he was changed. As Gem looked at him it seemed to her that there was even madness in those fixed eyes of his, and she hesitated to go forward, but the next moment she nerved herself to meet whatever might occur. But she shuddered when immediately she had entered she heard the door slammed and looked behind her. She turned round abruptly, and beheld an alarming sight. Not more mad than before, but frenzied in the man's eyes, and in his hand was gleaming a knife. Gem darted into the room, and placed a table between them. For an instant she was terrified, but for an instant only. The dagger once fairly confronted she recovered composure and reflected how to act. In mere physical strength the two could not be compared for a moment. In this respect all the advantage lay with Gem, but the man had a weapon and was at bay. The contest would not be an open one. The girl could see nothing to seize upon, moreover dared not more her eyes from him.

"There cannot be two masters here, ye ken," he muttered.

"There cannot," retorted Gem. "And do ye think the devil's to be the victor?"

"They were the first words she had spoken and the sound of her voice seemed to put the necessary spark to him: 'He sprang round the table, but the girl pushed it against him, and eluded one of the bags of money. He yelled at her. "Drop your knife or I'll—"

"But at his movement, she hurried the heavy bag with all her strength at his face, and it hit him full upon the forehead. He fell and Gem instantly secured him. As she did it she was aware that the window was darkened. She couldn't look up, but the next moment the door was tried. She leapt up to unlock it, and Stephen Pringle rushed in.

"Has he hurt you?" he said.

But the action of the miller answered that effectually, and the two pinned him to the ground. In a few moments he was bound, and Gem fled into the shed.

Out there all the birds were singing, and the calm breath of spring time was on the hills. The contrast had a sudden effect on the girl's spirit, causing a reaction from the hideous violence in which she had been engaged. Stephen, who stopped up beside her, saw the alteration in her face, and deeming the moment favourable he began the words that he had come to say. Gem suddenly placed her hands upon his shoulders and gazed into his face.

"Ay, ay, man, all you ask... I cannot live here!"

But she did. In a few days the old man died without a will, and she was his only relative. His mind was completely shattered, and his sudden collapse was attributed to the shock he had sustained by his plunge in the pool. His money was found to consist of a great sum, half of which Gem insisted upon applying to charitable purposes amongst her neighbours. Stephen consented. So it was that the morning sun at last found its way even into Ca'dhunn Mill.

Next Week—"Quite in the Dark and all at Sea," by Rosaline Masson.

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf are marked w, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to the Kowloon Wharf

3. From the Kowloon Wharf to the Kowloon Wharf
4. From the Kowloon Wharf to the Kowloon Wharf

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	To-day, at Noon.
LONDON	ALAN	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 1st October.
LONDON	FORMOSA	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 4th October.
LONDON	PIERREUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th October.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
BREMEN, via Ports of Call	DARDANUS	Brit. str.	2 m.	E. Frohn	MELCHERS & CO.	On 3rd Oct. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	PERSEUS	Brit. str.	2 m.	Bouis	MELCHERS & CO.	On 7th Oct. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	NATAL	Brit. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 4th Oct. at Daylight.
HAYRE & HAMBURG	SANUKI MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 18th Oct. at Daylight.
HAYRE & HAMBURG	HAKATA MARU	Jap. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 19th October.
HAYRE & HAMBURG	ARABIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 2nd November.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Zurbonson	HAMBURG-AMERIKA LINIE	On 16th November.
HAYRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 30th November.
HAYRE & HAMBURG	SEGOWIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 14th December.
HAYRE & HAMBURG	MARBURG	Ger. str.	2 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK	STATE OF MAINE	Brit. ship	2 m.	T. Darke	DODWELL & CO., LIMITED	On 20th October.
NEW YORK via PORTS & SUEZ CANAL	SATONIA	Brit. str.	2 m.	Moore	MCGREGOR BROS. & GOW	On or about 15th October.
NEW YORK via SUEZ CANAL	LONGSHIPS	Brit. str.	2 m.		JARDINE, MATHESON & CO.	On 23rd October.
NEW YORK via SUEZ CANAL	MANUEL LALAGNO	Amr. ship	1 m.		SHEWAN, TOMES & CO.	On 6th November.
NEW YORK	CLAYDALE	Brit. str.	2 m.	A. Smith	CARLOWITZ & CO.	On 10th November.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	1 m.	F. F. Beman	SHEWAN, TOMES & CO.	On 15th December.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	1 m.	E. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 23rd October.
VANCOUVER via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	E. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th November.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 1st October.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 19th Oct. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOSU MARU	Jap. str.	2 m.	H. C. Harris	JARDINE, MATHESON & CO.	On 2nd Nov. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TEENKAI	Brit. str.	2 m.		ALLAN CAMERON	Quick despatch.
PORTLAND (OR.) via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.		OTO KISEN KAISHA	On or about 14th October.
SAN FRANCISCO via SHANGHAI, &c.	GARLIC	Amr. str.	2 m.		O. & O. S. S. Co.	On 2nd Oct. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	STRATHGYLE	Brit. str.	2 m.	St. John George	BUTTERFIELD & SWIRE	On 10th October.
AUS. PORTS	ARLIE	Brit. str.	2 m.	A. E. Moss	BUTTERFIELD & SWIRE	On 3rd Oct. at Noon.
AUS. PORTS	YAWATA MARU	Jap. str.	2 m.	T. H. Hild, R.N.R.	NIPPON YUSEN KAISHA	On 25th Oct. at 4 P.M.
AUS. PORTS	CHINGTO	Brit. str.	2 m.	G. E. T. Cook	P. & O. S. N. Co.	On 12th October.
YOKOHAMA via SHANGHAI & KOBE	SOCOTRA	Brit. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On or about 4th October.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	2 m.	S. Yoshitawa	NIPPON YUSEN KAISHA	On 11th Oct. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	2 m.	Moore	NIPPON YUSEN KAISHA	On 18th Oct. at Noon.
MOJI, KOBE & YOKOHAMA	CHANGHWA	Brit. str.	2 m.	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	To-day.
CHEFOO & NEWCHUANG	KIUKIANG	Brit. str.	2 m.	Dowson	BUTTERFIELD & SWIRE	On or about 12th October.
TIENSIN	COMANDEL	Brit. str.	2 m.	K. Suenli	BUTTERFIELD & SWIRE	On 3rd October.
SHANGHAI	TSINAN	Brit. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	On 4th October.
SHANGHAI	WOOSUNG	Brit. str.	2 m.	Leach	BUTTERFIELD & SWIRE	On 2nd October.
SHANGHAI	MAIDZURU MARU	Jap. str.	1 m.	J. E. McArthur	BUTTERFIELD & SWIRE	On 8th Oct. at Daylight.
ANPING MARU	ANPING MARU	Jap. str.	1 m.	Pennafather	BUTTERFIELD & SWIRE	To-morrow.
FOOCHOW via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	J. G. Spence	BUTTERFIELD & SWIRE	On 1st Oct. at 3 P.M.
TAMSUI via SWATOW & AMOY	LOKSANG	Brit. str.	1 m.	W. W. Cooke, R.N.R.	NIPPON YUSEN KAISHA	On or about 7th October.
SWATOW & TIENSIN	SUNGKIANG	Brit. str.	2 m.			
MANILA	CHILAI	Brit. str.	2 m.			
MANILA via AMOY	KAIFONG	Brit. str.	1 m.			
ILOILO & CEBU	LIGHTNING	Brit. str.	2 m.			
SINGAPORE, PENANG & CALCUTTA	TIENSIN	Brit. str.	2 m.			
SINGAPORE & BOMBAY	KAGOSHIMA MARU	Jap. str.	2 m.			
BOMBAY, via SINGAPORE & COLOMBO						

SHIPPING.

ARRIVALS.	VESSELS ON THE BERTH
Sept. 27, CHUSAN, British str., 4,636, C. L. Daniel, Shanghai 24th September, Mails and General. P. & O. S. N. Co.	"GLEN" LINE OF STEAMERS. FOR NEW YORK via SUEZ CANAL. THE Steamship "GLENGYLE" is despatched as above TO-DAY, the 28th September. For Freight or Passage, apply to MCGREGOR BROS. & GOW. Hongkong, 28th August, 1901. [2196]
Sept. 27, NANYANG, German str., 1,000, E. Hass, Saigon 23rd Sept. Rice and Rice-flour. B. A. Trading Co.	THE OSAKA SHOEN KAISHA, LIMITED. FOR TAMSUI via SWATOW AND AMOY. THE Company's Steamship "DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 29th inst. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 23rd September, 1901. [17]
Sept. 27, OCEAN, British battleship, 12,050, Arthur J. Hendiker Hughes, Weihaiwei 22nd September.	THE OSAKA SHOEN KAISHA, LIMITED. FOR FOOCHOW via SWATOW AND AMOY. THE Company's Steamship "ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 9th October at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 25th September, 1901. [19]
Sept. 28, PHRA CHULA CHOM KLAO, German str., 1,001, R. Unsworth, Bangkok 20th Sept. Rice and General. M. L. & Co.	UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. FOR NEW YORK via SUEZ CANAL. THE Steamship "CLAYDALE" is despatched as above on or about 15th October. For Freight, apply to CARLOWITZ & CO., Agents. Hongkong, 21st September, 1901. [2395]
Sept. 27, WYKAWA, British str., 1,517, Sellar Canton 26th September, General. JARDINE, MATHESON & CO.	THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. TRANS-PACIFIC SERVICE TO VICTORIA (B.C.), SEATTLE AND TACOMA. THE Steamship "TEENKAI," 4,642 tons, Commander H. C. Harris, is due here on 28th instant, and will have quick despatch. For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 25th September, 1901. [2433]
CLEARANCES.	
At the Harbour Master's Office. 27th September. Australia, British str., for Shanghai. Charterhouse, British str., for Saigon. Eridan, French str., for Tokyo. Herman, German str., for Chefoo. Mogul, British str., for Singapore. Roetta Maru, Japanese str., for Sydney. Yucensang, British str., for Manila.	
DEPARTURES.	
27th September. BENGAL, British str., for Shanghai. HERMAN MENZELL, Ger. str., for Chefoo. INABA MARU, Japanese str., for Kobe. KAGIHATA MARU, Japanese str., for K'otzu. LOONGMOON, German str., for Shanghai. ROSETTA MARU, Japanese str., for Sydney. YUCENSANG, British str., for Manila.	
VESSELS IN DOCK.	
27th September. KOWLOON DOCK.—Canton River, Victoria, Georges Valentin, Zefiro, Eleono, Alga, Clara, Olympia. COSMOPOLITAN DOCK.—Charterhouse, Man-chen.	
SHIPPING REPORTS.	
The German steamer Nanyang, from Saigon 23rd Sept., had fine weather from port to port. The German steamer Phra Chula Chom Kiao, from Bangkok 20th Sept., had fine weather all the way.	

VESSEL ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.	PAQUEBOTS-POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, Also PORTS OF BRAZIL AND RIVER PLATE.	ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This steamer connects at COLOMBO with the s.s. Tonkin, which vessel takes on her Passengers and Mails, leaving that port on the 19th October direct to Suez, Port Said and Marseilles. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board after 1 P.M.) For further particulars, apply at the Company's Office. P. DE CHAMPMORIN, Acting Agent. Hongkong, 24th September, 1901. [2]

CANADIAN PACIFIC RAILWAY CO.'S
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"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

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(SUBJECT TO ALTERATION.)
"EMPEROR OF CHINA," Comdr. E. Archibald, R.N.R., WEDNESDAY, 23rd Oct., 1901.
"TARTAR," 4,425 Tons, Comdr. E. Archibald, R.N.R., WEDNESDAY, 6th Nov., 1901.
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901.
"ATHENIAN," 3,882 Tons, Capt. H. Mowatt, WEDNESDAY, 4th Dec., 1901.
THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR," and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VAN COUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unparalleled on the Pacific, also Steerage.
The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Paddar's Street.
Hongkong, 10th September, 1901. [10]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRAUHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LERON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOVA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARABIA	HAYRE & HAMBURG	On 5th Oct. Freight.
Arabia	(Calling at Singapore and Colombo)	
KOENIGSBERG	HAYRE, BREMEN & HAMBURG	On 19th Oct. Freight and Passengers.
Capt. Christiansen	(Calling at Singapore and Penang)	
BAMBERG	HAYRE & HAMBURG	On 2nd Nov. Freight.
Capt. Zurbonson	(Calling at Singapore and Colombo)	
SEGOWIA	HAYRE & HAMBURG	On 16th Nov. Freight.
Capt. F. o'erek	(Calling at Singapore and Penang)	
MARBURG	HAYRE & HAMBURG	On 30th Nov. Freight.
Capt. Zacharias	(Calling at Singapore and Colombo)	
SUEVIA	HAYRE & HAMBURG	On 14th Dec. Freight.
Capt. Borch	(Calling at Singapore and Penang)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDING, No. 1.
Hongkong, 27th September, 1901. [1051]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	CHUSAN	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 4th Oct. at DAYLIGHT.
YAMAGUCHI MARU	CHUSAN	MOJI, KOBE and YOKOHAMA	TUESDAY, 8th Oct. at Noon.
S. Yoshitawa			
SHINANO MARU	CHUSAN	KOBE and YOKOHAMA	FRIDAY, 11th Oct. at DAYLIGHT.
G. E. T. Cook			
KAGOSHIMA MARU	CHUSAN	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 11th Oct. at Noon.
K. Kori			
HAKATA MARU	CHUSAN	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 18th Oct. at DAYLIGHT.
F. L. Sommer			
KASUGA MARU	CHUSAN	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Oct. at Noon.
H. Fraser			
KINSHU MARU	CHUSAN	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 10th Oct. at 4 P.M.
F. J. Horton			
YAWATA MARU	CHUSAN	SYDNEY and MELBOURNE, via MANILLA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Oct. at 4 P.M.
A. E. Moss			
Tosa Maru	CHUSAN	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov. at 4 P.M.
S. J. G. Parsons			

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd September, 1901. [13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS.	SAILING DATES.
PREUSSEN (Hamburg-Amerika Linie)	THURSDAY	3rd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	10th October
SACHSEN	WEDNESDAY	30th October
KIATSOCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November
BAYERN	WEDNESDAY	27th November
STUTTGART	WEDNESDAY	11th December
KONIG ALBERT	WEDNESDAY	25th December
PRINZESS IRENE	WEDNESDAY	8th Jan. 1902
PRINZ HEINRICH	WEDNESDAY	22nd Jan. 1902
PREUSSEN	WEDNESDAY	5th Feb. 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Feb. 1902
SACHSEN	WEDNESDAY	5th Mar. 1902

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship "PREUSSEN" of the NORDDEUTSCHER LLOYD, Captain E. Frohn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on THURSDAY, the 1st October, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 2nd October, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 2nd October.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 21st September, 1901. [9]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
OLYMPIA	2,837	J. Truebridge	October 1st
QUEEN ADELAIDE	2,832	F. McNeil	October 8th
VICTORIA	3,502	J. Patton	October 15th
BRAMMAR	3,601	W. Watt	November 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.
Excellent accommodation. First-class Table, Doctor and Stewardess attached.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, \$45.
The Railroad travelling is second to none on the American Continent, two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental train, day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route, the 2nd October, the 2nd October.
HONGKONG to VICTORIA and TACOMA, \$32.
The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.
Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 18th September, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN	Noon, 28th September	See Special Advertisement.
YOKOHAMA via SHANGHAI, and KOBE	Socotra	About 4th October	Freight only.
(Passing through the Inland Sea.)			
LONDON	FORMOSA	About 5th October	Freight or Passage.
SINGAPORE and BOMBAY	B. H. W. Snow	About 7th October	Freight only.
	W. W. Cooke, R.N.R.	About 12th October	Freight or Passage.
SHANGHAI	COMANDEL	About 12th October	Freight or Passage.
	F. W. Vibert, R.N.R.	About 12th October	Freight or Passage.
			Calling at Penang and Colombo should sufficient inducement be offering.
PASSENGER SEASON 1902			
For MARSEILLES, PLYMOUTH, and LONDON DIRECT	ORIENTAL	5,224 Tons.	25th March.
WITHOUT TRANSIT	MALTA	6,004 Tons.	12th April.
For Further Particulars, apply to			
H. A. RITCHIE, Superintendent.			
Hongkong, 28th September, 1901.			

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NESIOR"	On 1st October.	
GLASGOW and LIVERPOOL	"LAERTES"	On 9th October.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th October.	
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th October.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.	
FOR	HOMEWARDS.	STEAMERS	RO SAIL
LONDON	"ALAX"	On 1st October.	
LONDON	"PYRRHUS"	On 15th October.	
LONDON	"CALCHAS"	On 29th October.	
LONDON	"NESTOR"	On 12th November.	
LONDON	"MACHAON"	On 26th November.	
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.	
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 27th September, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TIENSIN	"KIUKIANG"	On 28th September.
CHIEFOO and NEWCHANG	"CHANGSHA"	On 28th September.
SHANGHAI	"SHINAN"	On 3rd October.
SEANGHAI	"WUONG"	On 4th October.
MANILA	"SUNGKIANG"	On 4th October.
ILOILO and CEBU	"KAIFONG"	On 8th October.
MANILA	"CHINGTU"	On 12th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A fully qualified Surgeon is carried on board.

For Freight or Passage apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th September, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 28th September, at Noon, taking passengers and cargo for the above ports.

Ships and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. HITCHIE,
Superintendent.

Hongkong, 10th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.

FOR SWATOW AND TIENSIN.
The Company's Steamship

"LOKSANG,"
Captain Leach, will be despatched as above on TUESDAY, the 1st October, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 27th September, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 1st October, at 4 p.m.

For Freight or Passage, apply to
DAVID BASSON, SONS & CO.,
Agents.

Hongkong, 23rd September, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships
"INDRAVILLI," "INDRAPURA,"
and "KNIGHT COMANION" between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOI, KOBE and YOKOHAMA.

"INDRAPURA,"
will be despatched for Portland (Or.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to
ALFRED CAMERON,
General Agent.

Hongkong, 25th September, 1901.

FOR NEW YORK.

"MANUEL ILAUNO,"
will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 11th July, 1901.

FOR NEW YORK.

"STATE OF MAINE,"
Captain Coleman, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 21st September, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"ALGOA"	On or about 5th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

THE O. & O. S.S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers; and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 25th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).
The Company's Steamship

"MAIDZURU MARU,"
Captain K. Sudo, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 10th September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

"THE UNITED STATES,"
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On 10th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOI, KOBE and YOKOHAMA on THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th September, 1901.

VESSELS ON THE BERTH

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"
Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 23rd September, 1901.

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"
Captain F. F. Bement, will be despatched for the above port on the 15th December, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 24th September, 1901.

GERMAN SCHOOL ASSOCIATION.

THE WINTER TERMS commence on the 1st October, a.c. Parents desirous that their children should join, will please communicate with the Headmaster, Pastor KRIELE, at the School Room, Union Church, Kennedy Road, on week days between 9 A.M. and 12.30 P.M., or with the Undersigned.

PAUL GREWITT,
Hon. Secretary.

19, Queen's Road, 2nd Floor.

Hongkong, 17th September, 1901.

FOR SALE IN ANY QUANTITY.

7,000 ENGLISH BOLTS, 6 inches to 14 inches.

1,000 ENGLISH WHITE-GLAZED TILES.

PRICES ON APPLICATION TO
C. E. WARREN,

Hongkong, 23rd September, 1901.

PORTLAND CEMENT

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,
HOLLAND, INDIA, &c.

Hongkong, 10th September, 1899.

TSANG FOO & CO.

SAM WING HING.

COAL MERCHANTS.

No. 48, DES VUEX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 23rd September, 1901.

C. E. WARREN.

BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED

AND FIXED DRAINS, TRAPS, WASTE PIPES, &c., CLEANED AND REPAIRED.

Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application.

AMERICAN SYSTEM OF DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL.

CHADWICK KEW

(LATE OF FOOTE & NOBLE).

Hongkong, 15th September, 1899.

QUAN WAH & CO.

DEALERS IN
ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION

at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899.

PIANOFORTE TUNING AND REPAIRING.

MR. E. A. BROWNE is prepared to undertake the above at reasonable rates.

All Repairs done personally.

Tuning \$3.50.

Address—
Care of DRAGON CYCLE STORE,

D'Agular Street.

Hongkong, 4th September, 1901.

FOREIGN AND COLONIAL STAMP DEALER

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

H. F. CARMICHAEL

CONSULTING ENGINEER.

SURVEYOR AND CONTRACTOR.

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901.

MARKET PRICES.—September 26th, 1901.

The Prices are given in Dollar Cents. Copper cash is cash 1,000 to 31, the Dollar; a catty is 11 lbs. 12 oz. 13 3/4 lbs.

BUTCHER MEAT.

Beef, ariola & prime cut, lb. 14 to 15

" Corned 14 to 15

" Roast 14 to 15

" Soup 11 to 12

" Steak 14 to 15

" Bullock's Brains per set 7 to 8

" Tongue fresh each 40 to 50

" Head each 40 to 50

" Heart lb. 8 to 9

" Hump Salt lb. 12 to 13

" Feet each 8 to 9

" Kidneys lb. 14 to 15

" Tail lb. 11 to 12

" Liver lb. 12 to 13

" Tripe, undressed lb. 12 to 13

" Mutton Chop lb. 27 to 28

" Legs lb. 27 to 28

" Shoulder lb. 20 to 22

" Pig Feet lb. 9 to 11

" Fry lb. 8 to 10

" Head lb. 10 to 12

" Kidneys pair 10 to 12

" Liver lb. 18 to 20

" Pork, Chop lb. 10 to 17

VESSELS ON THE BERTH

頂上	Shew's	Head, and Feet	17	18
心	"	Heart	15	16
千	"	Kidneys	15	16
肝	"	Liver	15	16
存	"	Sucking Pigs (to order)	20	25
油	Suet	Beef	15	16
牛	"	Mutton	15	16
生	"	Veal	15	16
牛	"	Neat Sausages	14	15
腸	"	Veal Sausages	14	15
甜	"	Chicken	15	25
肝	仔鷄	Capon	25	26
鷄	"	Capon	40	41
翅	"	Doves	10	11
翅	"	Wild Duck, Shanghai	10	11
翅	"	Ducks	25	26
翅	"	Eggs, Hen	100	125
翅	"	Fowls, Canton	30	31
翅	"	Fowls, Hainan	30	31
翅	"	Geese	30	31
翅	"	Geese, Wild, Shanghai	30	31
翅	"	Pigeons	20	21
翅	"	Quail	20	21
翅	"	Rice Birds	40	41
翅	"	Saigon	20	21
翅	"	Teal	20	21
翅	"	Turkeys, Cock	50	51
翅	"	Hen	40	41
翅	"	Fish	40	41
翅	"	Barbel	20	21
翅	"	Bream	20	21
翅	"	Canton Fresh water Fish	10	11
翅	"	Carp	10	11
翅	"	Codfish	20	21
翅	"	Crabs	24	25
翅	"	Cuttle Fish	11	12
翅	"	Dab	11	12
翅	"	Dace	10	11
翅	"	Deer	10	11
翅	"	Fresh water	13	14
翅	"	Yellow	29	24
翅	"	Frogs	28	29
翅	"	Garoupa	44	48
翅	"	Gulgreen	9	10
翅	"	Hallibut	11	12
翅	"	Halibut	11	12
翅	"	Harplings	14	15
翅	"	Labrus	15	16
翅	"	Lobsters	24	28
翅	"	Macrel	12	13
翅	"	Meat Fish	20	21
翅	"	Oysters	22	23
翅	"	Parrot Fish	15	14
翅	"	Purch	12	14
翅	"	Pike	10	11
翅	"	Plance	10	11
翅	"	Pomfret	13	23
翅	"	Black	38	39
翅	"	Pravus	38	39
翅	"	Ray	5	6
翅	"	Rock Fish	12	18
翅	"	Roach	16	17
翅	"	Shad	8	7
翅	"	Salmon	24	28
翅	"	Fresh Water	24	28
翅	"	Shrimps	24	28
翅	"	Skate	7	8
翅	"	Snapper	18	20
翅	"	Soles	13	14
翅	"	Sole	13	14
翅	"	Turbot	20	21
翅	"	Turtles, small, fresh water	70	80
翅	"	White Bait	10	11
翅	"	Fruits	10	11
翅	"	Apples, California	25	25
翅	"	Chefoo	10	15
翅	"	Jacoe	3	4
翅	"	Bananas	3	4
翅	"	brides, Macao	4	5
翅	"	Castanola	12	15
翅	"	Chesnuts, Chinese	12	15
翅	"	Cocoanuts	6	7
翅	"	Grapes	1st	35
翅	"	2nd	40	41
翅	"	3rd	40	41
翅	"	Lemons, China	8	10
翅	"	Lichees, Fresh	1st	8
翅	"	2nd	8	10
翅	"	3rd	8	10
翅	"	Pink	25	30
翅	"	Liucos, Saigon	10	10
翅	"	Mango, Manila	10	10
翅	"	Mango, Saigon	10	10
翅	"	Mangosteens	10	10
翅	"	Olives	4	5
翅	"	Olives	4	5
翅	"	Swatow	10	10
翅	"	Macao	10	10
翅	"	Small	10	10
翅	"	Mandarin	10	10
翅	"	Pears, American	20	25
翅	"	Cooking, Canton	6	8
翅	"	Pineapple	1st	10
翅	"	Do, Cooking	1st	10
翅	"	2nd	10	10
翅	"	3rd	10	10
翅	"	Pumelo, Annoy	each	10
翅	"	Siam	12	15
翅	"	Walnuts Fresh	8	10
翅	"	Water Chestnuts, common	4	5
翅	"	Mandarin	6	7
翅	"	Vegetables	10	10
翅	"	Archieokes, Shanghai	city	10
翅	"	Bamboo Shoots	10	80
翅	"	Beans, Syroat	2	4
翅	"	Long	5	6
翅	"	Broad	5	6
翅	"	Chest, Shanghai	5	6
翅	"	Mango (Fresh)	5	6
翅	"	Beetroot	each	9
翅	"	Cane Shoots	bundle	10
翅	"	Brinjals, Green	city	4
翅	"	Red	4	5
翅	"	Brassica	3	4
翅	"	Cabbage, Chinese	3	4
翅	"	Cauliflower	city	11
翅	"	Large Size	11	12
翅	"	Mad Size	11	12
翅	"	Small Size	11	12
翅	"	Osley, China	city	15
翅	"	English	15	16
翅	"	Bitter Squak	5	4
翅	"	Chilies, Dried	20	4
翅	"	Chilies, Green	6	8
翅	"	Red	7	8
翅	"	Cumbers	3	2
翅	"	Curry Stuff, English	3	2
翅	"	Egg Plant	6	5
翅	"	Garlic	6	5
翅	"	Ginger, old	6	7
翅	"	young	6	7
翅	"	Green Peas	city	10
翅	"	Red Radish, Shanghai	40	45
翅	"	Indian Corn	pieces	8
翅	"	Lettuce	1	2
翅	"	Mushrooms, fresh	city	10
翅	"	Ochra	10	12
翅	"	Onions, Bombay	6	6
翅	"	Green	6	6
翅	"	Japan	6	6
翅	"	Shanghai	6	6
翅	"	Parsley, English	1	1
翅	"	Potatoes, Poochow	city	2
翅	"	Shanghai	2	3
翅	"	Japan	2	3
翅	"	Yanco	2	3
翅	"	American	2	3
翅	"	Sweet	2	3
翅	"	Pumpkin	2	3
翅	"	Puraine	2	3
翅	"	Radish	2	3
翅	"	Shalots	city	7
翅	"	Spunge, Chinese	7	8
翅	"	Tomatoes	10	10
翅	"	Turnips, Chinese	10	10
翅	"	English	10	10
翅	"	Vegetable Marrow	10	10
翅	"	Water Cress	10	10
翅	"	Yam	10	10

